REGIONALRAIL
next stop....the future!

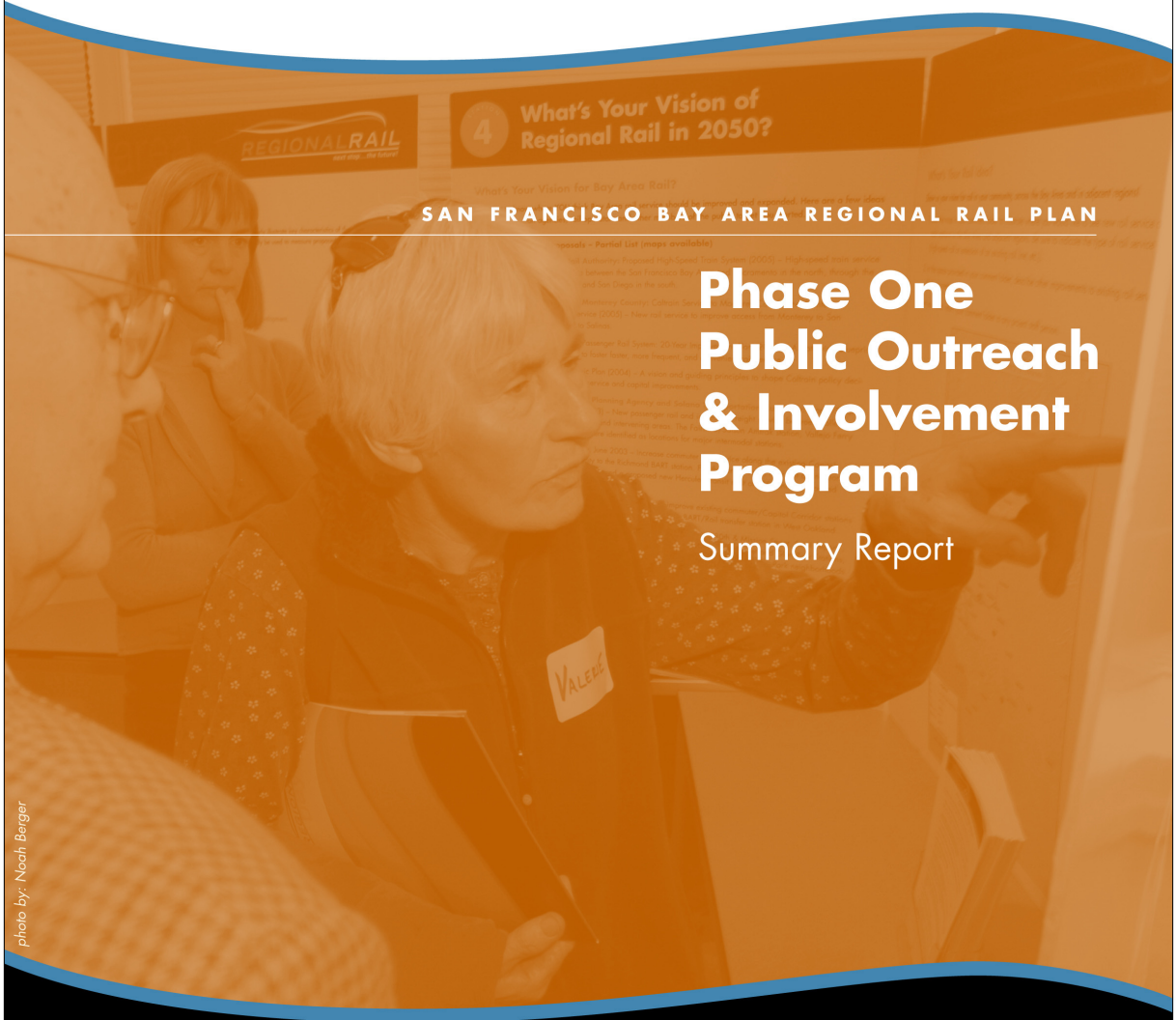

photo by: Noah Berger

SAN FRANCISCO BAY AREA REGIONAL RAIL PLAN

Phase One Public Outreach & Involvement Program

Summary Report

JANUARY 2006

prepared by:

Moore Iacofano Goltsman, Inc.

METROPOLITAN TRANSPORTATION COMMISSION
BART
Caltrain
FLYCALIFORNIA

REGIONALRAIL
next stop....the future!

SAN FRANCISCO BAY AREA REGIONAL RAIL PLAN

Phase One Public Outreach & Involvement Program

Summary Report

January 2006

METROPOLITAN TRANSPORTATION COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
PHONE 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
WEB www.mtc.ca.gov

TABLE OF CONTENTS

*The appendices are bound in a separate document.

EXECUTIVE SUMMARY

A. Overview of the Phase One Public Outreach & Involvement Program

The Regional Rail Plan study partners conducted an extensive public involvement program to engage the public in thinking about what the Bay Area rail system should look like in 2050, and more specifically, as a first step, what issues, alternatives and screening criteria should be considered as part of the study.

The public workshops/scoping meetings drew large crowds of over 500 participants who had wide range of interests and ideas about how to improve and expand the regional rail network. A variety of methods were used to inform the public about the series of eight public workshops/scoping meetings conducted in Oakland, San Jose, San Francisco, Livermore, Modesto, San Carlos, Suisun City and Santa Rosa in November and December 2005. A detailed description of the public involvement program is described in the report.

At each workshop, meeting participants visited six informational display stations located around the room, and talked with project staff located at each station. The displays were titled:

Laying the Track for Bay Area Regional Rail
Land Use — Transportation Links: Planning for Future Growth
Land Use — Transportation Links: A Rail Primer
What's Your Vision of Rail in 2050?
Screening and Evaluating Rail Ideas
Bay Area to Central Valley High-Speed Train Program EIR/EIS

The report provides a detailed summary of the main points heard at the workshops pertaining to rail project ideas, evaluation criteria, scoping comments for the Bay Area to Central Valley High-Speed Train Program EIR/EIS, and other comments. The summary is provided by meeting location and includes comments made during the question-and-answer period, written comments made by participants in a folder that each person received upon registering, and comments from correspondence received via mail and email.

B. Key Messages Heard

Looking across all the comments received during the Phase One public involvement and outreach effort, including written and email correspondence, the following points summarize the key messages from the public. These messages reflect the predominant opinions expressed, however, in most cases, participants voiced opinions reflecting the opposite point of view.

- Connectivity between transportation modes (rail-to-rail and rail-to-bus/ferry/other transit/bicycle/pedestrian), and to other regions is extremely important to ensure reliable, convenient travel across the Bay Area and neighboring regions. Participants expressed the need for buses, shuttles, and other options for going the first or last mile from rail stations.

- There were split opinions on whether the proposed high-speed train system should enter the Bay Area via Pacheco Pass or Altamont Pass alignments.

- New rail routes and stations should be built along major travel corridors and high-density areas, and surrounded by transit-oriented developments, including affordable housing.

- Preserving and acquiring right-of-way for rail are high priority action items to be pursued immediately. Consideration should be given to utilizing existing rights-of-way when possible.

- Freight and passenger service cannot share tracks for much longer. Both need their own set of tracks to avoid conflicts and service delays. The large amount of freight that moves between the Bay Area's ports and the Central Valley significantly impacts our freeways, particularly the I-580 corridor.

- Accessibility and rail service connections in low-income minority areas should be maximized; however, community disruption and displacement should be minimized when acquiring rights-of-way and constructing new rail lines.

- The concept of "one system, one ticket" via a regional fare system and a universal fare card was suggested to ensure seamlessness in the regional transit system.

- Bay Area transit agencies were encouraged to communicate and coordinate amongst themselves, to refrain from competition, and when warranted, to consider consolidating for cost and efficiency purposes.

- Advanced rail technologies should be applied wherever possible. Although caution was expressed by those who prefer the use of proven technologies.

- A new Bay crossing for rail should be revisited to accommodate new regional rail or high-speed rail service.

- Numerous ideas were suggested on how to improve and expand BART, Caltrain, Capitol Corridor and ACE services, including but not limited to, BART extensions to San Jose and Livermore (with some opposing such extensions); Caltrain electrification and extension to San Francisco, Gilroy and beyond; ACE track separation from Union Pacific and extension to Modesto; and Capitol Corridor service upgrades and extension to Reno.

- Participants rated "maximize rail transit connections and accessibility" as the most important evaluation criterion to be used during the screening and evaluation of rail project ideas. The "maximize ridership/revenue potential" and "maximize service to and promotion of transit-oriented development" evaluation criteria were also rated high.

- Participants overwhelmingly agreed that transit-oriented developments make sense for the Bay Area, their communities and for themselves.

INTRODUCTION

The Regional Rail Plan will develop a long-range vision for passenger and freight rail system that serves the San Francisco Bay Area and adjacent regions. The plan has a 50-year horizon, and will look at improvements and extensions of railroad, rapid transit, and high-speed rail services for the near (5-to-10 years), intermediate (10-to-25 years), and long-term (25-to-50 years). A draft Regional Rail Plan will be presented to the Metropolitan Transportation Commission for final action in July 2007.

The Regional Rail Plan effort is divided into three phases.

Phase 1 – Vision: Develop conceptual alternatives and screening criteria.
Phase 2 – Alternatives: Rigorously screen the initial alternatives and identify final alternatives for further evaluation.
Phase 3 – Draft Plan: Perform detailed technical evaluations of the study alternatives and prepare draft and final plans identifying regional and high-speed rail extensions and services for the near-, intermediate-, and long-terms.

As part of the Phase 1 public involvement, the four study partners – Metropolitan Transportation Commission (MTC), Caltrain, BART, and California High-Speed Rail Authority (CHSRA) – hosted a series of public workshops/scoping meetings during November and December 2005 to ask the Bay Area and neighboring communities to share their long-range vision for rail, help identify evaluation criteria to assess proposed rail ideas, and identify issues and concerns that should be considered in the Bay Area to Central Valley High-Speed Train Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to be prepared by the CHSRA.

PHASE ONE PUBLIC OUTREACH & INVOLVEMENT PROGRAM

A. Notification of Workshops/Scoping

Various federal, state and local agencies; elected officials; community, business, and environmental leaders and organizations; and other interested individuals received notification of the first phase of public workshops/scoping meetings. The notification activities included legal notices, direct mail, Web postings, media advisories, e-mail blasts, and flyers, as described below.

Legal Notices

- CHSRA issued a Notice of Preparation/Notice of Intent (NOP/NOI) to initiate the Bay Area to Central Valley High-Speed Train Program EIR/EIS. The NOP/NOI was filed with the State Clearinghouse on November 14, 2005 to initiate the state process under the California Environmental Quality Act (CEQA). The NOP/NOI appeared in the *Federal Register* on November 28, 2005 to initiate the federal process under the National Environmental Policy Act (NEPA). The NOP/NOI was also distributed to elected officials; local, regional and state agencies; and interested public.
- CHSRA published legal notices of the workshops/scoping meetings in nine newspapers on November 15, 2005. These newspapers were the *Modesto Bee, Merced Sun Star, Fresno Bee, Stockton Record, Sacramento Bee, Daily Republic, Oakland Tribune, San Francisco Examiner*, and the *San Jose Mercury News*.

Direct Mail

- CHSRA mailed announcement postcards to approximately 3,175 individuals, including over 1,500 addresses of public agencies, organizations, and individuals extracted from MTC's contact database.

- MTC mailed workshop flyers to its Bay Area Partnership Technical Advisory Committee, which includes representatives from Caltrans, county congestion management agencies, and local transit operators, for discussion at its meeting on October 24, 2005.
- San Joaquin Council of Governments (SJCOG) mailed workshop flyers to 89 addresses representing its standing committee members (Citizen's Advisory Committee, Social Services Transportation Advisory Committee, Technical Advisory Committee, Manager's and Finance Committee, and Transit Operator's Working Group) on November 16, 2005.

Web Postings

- Information about the workshops/scoping meetings was posted on MTC's Web site: www.mtc.ca.gov; the California High-Speed Rail Authority's Web site: www.cahighspeedrail.ca.gov; and the Regional Rail Plan public Web site: www.bayarearailplan.info. Also, Caltrain's Web site (www.caltrain.com) provided a link to the Regional Rail Plan public Web site.

Media Advisories

- Media advisories/press releases were issued by MTC, including a November 17, 2005 media advisory, a November 30, 2005 press release following the first workshop/scoping meeting in Oakland, and a December 1, 2005 press release prior to the Modesto workshop/scoping meeting. MTC also responded to all press calls on the Regional Rail Plan.

E-Mail Blasts and Flyers

- MTC sent an email blast to the Regional Rail Steering Committee on October 25, 2005.
- MTC sent an email blast out to 5,200 email addresses extracted from MTC's contact database of public agencies, organizations, and individuals on November 1, 2005.
- Altamont Commuter Express (ACE) distributed workshop flyers via a "seat drop" to over 1,350 of its morning commuters on November 10, 2005.
- SJCOG sent an email blast to 4,617 email addresses compiled as part of its I-205 Campaign on November 21, 2005.
- Some 50,000 copies of a special BART Bulletin were distributed at all 34 BART station fare gates starting on November 29, 2005.
- Caltrain distributed 6,000 workshop flyers via a "seat drop" and issued a press release announcing the upcoming San Jose, San Francisco and San Carlos workshops on November 30, 2005.
- Stanislaus Council of Governments (StanCOG) sent an email blast to email addresses representing its policy board and standing committees.

B. Meeting Locations, Times and Materials

Six public workshops/scoping meetings were conducted in Oakland, San Jose, San Francisco, Livermore, Modesto and Suisun City between November 29, 2005 and December 8, 2005. At each location, two sessions were held, the first from 3 pm to 5 pm, and the second from 6 pm to 8 pm. Each session included an open house followed by a staff presentation and group discussion. See Table 1 for details.

At the request of the Commission, MTC staff added two additional meetings, which were held in San Carlos and Santa Rosa on December 8 and December 12, 2005, respectively. For the San Carlos meeting, MTC and Caltrain, in partnership with the San Mateo City/County Association of Governments (C/CAG), hosted an open house prior to a C/CAG board meeting. And, for the Santa Rosa meeting, MTC staff gave a presentation to the Sonoma County Transportation Authority.

Table 1: Meeting Locations and Times

Date	City	Location/Address	Time	Attendance
11/29/05	Oakland	Joseph P. Bort Metro Center, Larry D. Dahms Auditorium, 101 Eighth Street, Oakland	3 –5 pm 6– 8 pm	104
11/30/05	San Jose	New San Jose City Hall – Council Wing, Community Room W120, 200 East Santa Clara Street, San Jose	3 –5 pm 6– 8 pm	88
12/1/05	San Francisco	San Francisco Civic Center Complex, Hiram Johnson Building, Auditorium, 455 Golden Gate Avenue, San Francisco	3 –5 pm 6– 8 pm	102
12/5/05	Livermore	Livermore Public Library, Community Room A + B, 1188 S. Livermore Avenue, Livermore	3 –5 pm 6– 8 pm	65
12/6/05	Modesto	Double Tree Hotel, Ballrooms 1, 2, and 3, 1150 Ninth Street, Modesto	3 –5 pm 6– 8 pm	53
12/8/05	Suisun City	Suisun City Hall, Council Chambers, 701 Civic Center Boulevard, Suisun City	3 –5 pm 6– 8 pm	53
12/8/05	San Carlos*	San Mateo County Transit District Office 1250 San Carlos Avenue, Second Floor Auditorium	6 – 7 pm Board @ 7 pm	25
12/12/05	Santa Rosa*	Sonoma County Permit & Resource Management Department; Planning Commission Hearing Room, 2550 Ventura Avenue	Board @ 3 pm	25

*This meeting was added by MTC and is not an official scoping meeting for the CHSRA's Bay Area to Central Valley High-Speed Train EIR/EIS.

Materials developed for use during the public workshops/scoping meetings included exhibits and handouts distributed at the meetings and through the Regional Rail Plan public Web site (www.bayarearailplan.info), CHSRA Web site (www.cahighspeedrail.ca.gov), and MTC Web site (www.mtc.ca.gov). These materials included the following:

- Media Advisories & Announcements (see Appendix A)
- PowerPoint Presentation on Regional Rail Plan (see Appendix B)
- PowerPoint Presentation on Bay Area to Central Valley High-Speed Transit EIR/EIS Scoping (see Appendix C)
- Exhibit Boards on Regional Rail Plan (see Appendix D)
- Exhibit Boards on Bay Area to Central Valley High-Speed Train EIR/EIS (see Appendix E)
- Fact Sheets on Regional Rail Plan and Bay Area to Central Valley High-Speed Train EIR/EIS (see Appendix F)
- Comment Forms for Regional Rail Plan and Bay Area to Central Valley High-Speed Train EIR/EIS (see Appendix G)

C. Key Messages Heard

Looking across all the comments received during the Phase One public involvement & outreach effort, including written and email correspondence, the following points summarize the key messages from the public. These messages reflect the predominant opinions expressed, however, in most cases, participants voiced opinions reflecting the opposite point of view.

- Connectivity between transportation modes (rail-to-rail and rail-to-bus/ferry/other transit bicycle/pedestrian), and to other regions is extremely important to ensure reliable, convenient travel across the Bay Area and neighboring regions. Participants expressed the need for buses, shuttles, and other options for going the first or last mile from rail stations.

- There were split opinions on whether the proposed high-speed train system should enter the Bay Area via Pacheco Pass or Altamont Pass alignments.

- New rail routes and stations should be built along major travel corridors and high-density areas, and surrounded by transit-oriented developments, including affordable housing.

- Preserving and acquiring right-of-way for rail are high priority action items to be pursued immediately. Consideration should be given to utilizing existing rights-of-way when possible.

- Freight and passenger service cannot share tracks for much longer. Both need their own set of tracks to avoid conflicts and service delays. The large amount of freight that moves between the Bay Area's ports and the Central Valley significantly impacts our freeways, particularly the I-580 corridor.

- Accessibility and rail service connections in low-income minority areas should be maximized; however, community disruption and displacement should be minimized when acquiring rights-of-way and constructing new rail lines.

- The concept of "one system, one ticket" via a regional fare system and a universal fare card was suggested to ensure seamlessness in the regional transit system.

- Bay Area transit agencies were encouraged to communicate and coordinate amongst themselves, to refrain from competition, and when warranted, to consider consolidating for cost and efficiency purposes.

- Advanced rail technologies should be applied wherever possible. Although caution was expressed by those who prefer the use of proven technologies.

- A new Bay crossing for rail should be revisited to accommodate new regional rail or high-speed rail service.

- Numerous ideas were suggested on how to improve and expand BART, Caltrain, Capitol Corridor and ACE services, including but not limited to, BART extensions to San Jose and Livermore (with some opposing such extensions); Caltrain electrification and extension to San Francisco, Gilroy and beyond; ACE track separation from Union Pacific and extension to Modesto; and Capitol Corridor service upgrades and extension to Reno.

- Participants rated "maximize rail transit connections and accessibility" as the most important evaluation criterion to be used during the screening and evaluation of rail project ideas. The "maximize ridership/revenue potential" and "maximize service to and promotion of transit-oriented development" evaluation criteria were also rated high.

- Participants overwhelmingly agreed that transit-oriented developments make sense for the Bay Area, their communities and for themselves.

D. Summary of Workshops/Scoping Comments

The public workshops/scoping meetings drew large crowds of over 500 participants who had wide range of interests and ideas about how to improve and expand the regional rail network. The following is a summary of main points pertaining to rail project ideas, evaluation criteria, scoping comments for the Bay Area to Central Valley High-Speed Train Program EIR/EIS, and other comments.

Oakland

Rail Project Ideas

- Double track and increase height in tunnels through Sierra Nevada for increase in freight traffic
- Complete Firebaugh Line in Central Valley to complement near-capacity UP & BNSF Valley lines, especially to handle Calif. agricultural exports through the Port of Oakland
- Improve BART by: (1) build BART to San Jose, and complete BART circle through San Jose; (2) extending West County BART to Hercules, and Capitol Corridor station at Hercules. Hercules could have two TODs at Capitol Corridor and BART stations; (3) extending BART to Martinez; (4) extending BART to Livermore; (5) connecting Pleasanton BART line to Pittsburg/Bay Point BART line; (7) connecting proposed eBART line south, through Manteca to Livermore BART line (extending further east); (8) extending BART from North Concord to east end of Travis air force base (Vacaville area) and perhaps someday to Sacramento; (9) trying overnight service for BART
- Establish rail between San Jose and Santa Cruz, and improve links between Oakland, San Jose & Santa Cruz
- Establish rail connection between Walnut Creek and Pleasanton
- Establish rail over Richmond-San Rafael Bridge for passenger rail only (or tunnel.) Consider going through Larkspur Landing. Connect with SMART, Golden Gate Bus & Ferry, AC Transit and Capitol to Sacramento
- Establish rail line from Novato to San Rafael to BART and Caltrain; split after Gilroy, east through Hollister to LA and west through Monterey
- Create Santa Rosa – San Francisco line as both regional rail and high-speed rail
- Need coastal rail upgrades and Central Valley High Speed
- Wants non-stop high-speed container trains, from Oakland to Tracy/Stockton, 50 mph
- Extend Caltrain from SJ to Union City in lieu of BART to San Jose
- Add transfer station in the Fremont area for Dumbarton Rail/BART/Capitol Corridor/possibly ACE/possibly future High Speed Rail, with conventional or electrified rail extensions to San Jose Airport & downtown San Jose
- Create commuter and freight rail line from Antioch to Stockton
- Make a connection between VTA Light Rail, Caltrain and BART Hayward to San Jose area, and circle the Bay with Caltrain/BART Transbay Terminal
- Connect Amtrak to BART at multiple locations, including Amtrak and BART at Port of Oakland

- Double capacity Oakland-Stockton during commuter hours and also Stockton-San Jose
- Need better access to Vallejo and Tracy
- Suggests line from Sacramento south, splitting at Manteca – east towards Modesto, west along Altamont Pass, connecting in Niles and with BART at Pleasanton to circle Bay
- Consider the Union Pacific alignment from Fremont (Union City) to San Jose airport

Evaluation Criteria

- Apply certain density thresholds for jobs and for housing in local communities for the high-speed rail component that runs through the Bay Area
- Maximize opportunities for high-density at stations/ to concentrate population growth into truly urban environments, and evaluate land use potential/impacts with local governments
- Maximize local circulation opportunities (grade-separated) for pedestrians, bikes and vehicles in urban and downtown areas, and maximize aesthetic treatment of infrastructure in urban and downtown areas
- Focus on alignments/new and future growth that will preserve agricultural lands
- Maximize federal funding for high-speed rail
- Use stable, escalating (keep price inflation) fund sources
- Minimize length of time to implement service
- Alternate criteria could be, "nullify the impact freight has on passenger service"
- Maximize ridership potential
- Create jobs
- Create positive impacts for communities, esp. low-income/minority areas (this might induce more TOD, better connectivity, better transit service/more options)
- Evaluate and compare transit alternatives (including highways, rail, buses, etc), using total cost (including private costs) per passenger mile. For highways, such costs would include highway capital construction and maintenance costs plus private auto ownership and operations costs. For rail, such costs would include capital, operations and fare. For bus, include cost of road construction.
- Use collective potential as electricity and fuel customers to advocate for renewable energy sources: solar, wind, biodiesel, alcohol, etc.; and consider CO2 offset credits rather than buying expensive machinery that emit no pollution
- Consider rental of electric vehicles for short to midrange travel in areas around stations – especially at high-speed rail and larger commuter stations
- Improve feeder bus service to rail stations to reduce reliance on cars
- Maximize frequency of service; and maximize speed (express vs. local)
- Keep with existing world standards (track gauge, weight, etc.)
- Perform cost/benefit analysis of alternatives to maximize cost efficiency (also compare w/ bus); envisions ideal plan that moves the most people, without regard to prior plan
- Minimize service duplication & competition between rail agencies
- Redundancies for evacuation of high density areas
- Maximizes interconnectivity with other rail, other transit, and bicycles/pedestrians
- Minimize impact on low-income areas. Create positive impacts for low-income communities by providing more transit options and building transit oriented developments with affordable housing

Scoping Comments for Bay Area to Central Valley High-Speed Train Program EIR/EIS

- Need high-speed rail stops in San Francisco, Oakland and San Jose; and Patterson to San Jose – Pombo Freeway with train tracks alongside it for high-speed rail
- Supports high-speed track from Bakersfield to Los Angeles

- Supports high-seed rail along 99 from Fresno to Stockton to Sacramento
- Supports high-speed rail: Sacramento – San Jose – San Francisco – Central Valley – LA
- Supports high-speed rail from LA to SFO, but it will need rental cars, park and ride lots -- like the airports – to make it work. Match door-to-door time (including security, etc) for airport vs. high-speed rail. If much longer than 20 percent (and not entertaining and comfortable) then it's not worth it
- Make fares that work out economically for families
- Says that high-speed rail is "nice to have" but there are many higher priority uses of California's scarce financial resources; invest in the "must haves" first
- Believes that destination into San Francisco Transbay Terminal is too expensive; instead, destination from LA or Modesto should be into Oakland
- Believes that high-speed rail connection direct to San Francisco very important
- Supports high-speed rail for freight directly from Oakland to Tracy/Stockton
- Concerned about impacts on agricultural lands. Potential for economic developments (jobs) in the entire Central Valley corridor. Potential for housing development in the inner Bay Area counties. Impacts of induced sprawl in Central Valley that would result from commuter rail expansion
- Believes that we already have too many people whose actual travel costs to the economy are much more than every cent they pay in local, state and federal taxes. Our economy can't take much more of this
- Suggests that high-speed rail look at 1) connecting with other rail services, 2) operating costs, 3) capital costs, 4) impacts on wetlands/wildlife habitats
- Tracks must be elevated in urban and downtown areas to maximize local circulation opportunities for all modes, but this must be done with good aesthetics. Funding must be planned to fully accommodate/finance such improvements.
- Believes that high-speed rail not cost effective and would promote sprawl. It cannot be compared to air travel in San Francisco/Los Angeles/San Diego corridor because air service makes no stops (mostly) in between
- Believes that high-speed rail will increase the distance commuters are willing to travel. You can't charge enough per ticket to make the system pay for itself
- Supports a high-speed rail connection to Stockton. Identify tunneling cost savings as more tunneling can occur in Region/Northern California
- Need interconnectivity with all existing systems, including highway
- Designate high minimum density thresholds for jobs and housing within 1-mile of high-speed rail station areas per adopted MTC resolution
- Assuming high-speed rail comes through Altamont, it would work with Dumbarton across the Bay
- Where high-speed rail enters the Bay Area should be based on ridership projections. Altamont route would serve population concentrations in the Dublin/Pleasanton/Livermore areas.
- Favors Altamont Pass, along with Dumbarton Rail Bridge and Union Pacific existing alignment (through San Jose airport – not the proposed BART to San Jose alignment)
- Sierra Club supports high-speed rail as an alternative to expanding airports in the Bay; concerned about environmental issues around Pacheco Pass alignment
- For all agencies (not just high-speed rail): multiservices, connections, fear of getting stranded, 24/7 bus bridges (like other cities have), and more people would ride
- Look at key impacts: noise, traffic/parking, environmental justice Issues (bisecting developed urban areas), visual Impacts (if raised platforms proposed through urban areas), and growth-inducing impacts on outlying areas
- Supports high-speed rail route from Bay Area to Sacramento, but caution that it should disturb least amount of open space and stop at optimum number of communities to enhance ridership but not delay trip unduly

- Bring high-speed rail into Sacramento utilizing Capital Corridor; add a solar parking lot to charge electric vehicles in Sacramento
- Design high-speed rail to be compatible with what's already there; high-speed rail could be more cost effective (i.e. combine BART and high-speed rail)
- For high-speed rail project, consider loading cars onto the rail cars
- With high-speed rail, consider a new type of alternative energy source that is not so dependant on oil [compressed air, hydro power (this is to say you would turn turbines with air pressure and hydro power) and solar]
- Concerned that high-speed rail could induce urban sprawl over entire state of California
- Because of high costs, high-speed rail not realistic to build; won't happen and should be abandoned
- Richmond a more viable terminus on East Bay -- more room for yards, better access to Contra Costa County and North Bay; connect to BART in West Oakland (perhaps even underground through 7th St); avoid expense of a12th Street station deep underground

Other Comments

- Preserve agriculture lands from Manteca to Los Banos. Need only one rail line through Valley
- Expedite both freight and rail because passengers need to commute, and shipping means jobs. Freight and passenger rail needs to be integrated; devote resources to improve travel time for freight from the Bay Area (Port of Oakland) to the Central Valley
- Discourage residential development in the vicinity of freight rail development
- Opposes increased traffic at grade crossings. Grade separation for freight and passenger services is important
- Ensure that Dumbarton rail project and high-speed rail are coordinating project designs
- Connect rail using existing ROW; better than attempting to buy new ROW
- Connectivity to existing systems and between transportation modes is critical
- Accommodate needs of bicyclists and pedestrians into all station designs. Ideal should include safe routes to transit
- Questions estimated population growth for region
- Our 50 years ahead is where Japan and Germany were 25 and 40 years ago, respectively; Need to look forward to something sooner than 50 years
- Need transit oriented housing. Transit oriented communities could be built near all high-speed rail stations. Even build new communities around high-speed rail train stations
- Proposals to date show no rail going along the Bay Bridge corridor, Richmond to San Rafael, or San Francisco to Marin County. Important to interconnect around the region. Find lightweight equipment that could go across bridges
- Most transit agencies need to focus more on the customer. The real customers are the persons trying to drive through congestion or who want to get to Los Angeles
- The hardest part is finding funds for day-to-day operations. Don't build rail then have to start cutting back service. Concern about operating costs
- We are spending more money to get people from where they live to where they work, rather than training the people that live close so we don't need to travel so much
- High-speed rail might be too expensive for most people to use
- We need reliable, cheap, interconnected and 24-hour bus service in cities (Oakland, Berkeley, San Francisco and Richmond). Dedicated bus lanes could vastly improve service in many parts of the region
- Too much money spent on long distance commuters while service in the cities is cut. At the same time the cities are forced to take higher density in neighborhoods under the guise of being "transit oriented" neighborhoods

- Land-use planning must be integrated into project. Recommend working with cities to create urban limit lines, creating transit-oriented development as much as reasonable in the Central Valley around some of the stations
- Need convenient, direct connections between existing systems, not just through bus. Interconnectivity and reliability
- Examine alternative energy options. Harness power going into the movement and draw energy from it. Advocate for biologically based fuels. Rail could be a force to lobby for new types of fuels (alcohol, biodiesel and renewable electricity production)
- Instead of focusing on rail, focus should be on most cost effective transit mode
- Consider how bringing in rail will increase the value of real estate, and think of using real estate as a means to make rail more affordable
- Public transit needs to compete with car transportation
- It's a mistake to dwell on rail. It would be much more cost effective to have a hybrid between buses and car pool and shuttle vans
- Use computer for rapid transit automation, scheduling. Reduce weight and reduce costs
- Change eBART so it is aligned with San Joaquin
- Consider operating Oakland Airport and SFO as same airport and use high-speed rail to connect them
- Set up rental of electric cars charged by rails at the end of the trip
- More frequent (faster), more reliable service to more communities at a lower cost could be had with replacing rail services with a well-designed bus network
- Wherever possible – utilize existing track & facilities
- Connection services need to be factors so that local transit systems are not burdened with funding this
- Elevate tracks in urban areas/downtowns, to facilitate local circulation for pedestrians, bikes, and vehicles. Must be done with good aesthetics
- Need to provide feeder bus lines to stations to reduce need for parking lots at station. Waste of valuable urban land otherwise
- Commuter service should be greatly expanded using non-BART technology. Use cheap and replaceable trains. Forget high-speed rail until that is done
- Too many transit agencies

San Jose

Rail Project Ideas

- Improve Caltrain by (1) providing additional baby bullet trains; (2) double tracking and electrifying Caltrain from San Francisco to Gilroy as top priority; (3) extending the last mile of Caltrain into San Francisco and into the Transbay Terminal; (4) extending Caltrain through to San Luis Obispo; (5) extending service hours; (6) extending Caltrain east from Gilroy, splitting north towards Santa Cruz and west towards Monterey; (7) developing Caltrain East into Richmond
- Improve BART by (1) creating a BART metropolitan circular—Montgomery, Embarcadero, West Oakland, Lake Merritt, Fruitvale, Coliseum, Oakland Airport, Hunter's Point, 3rd/Evans, Potero/24th, Harrison/16th, Civic Center, Powell; (2) having BART go around the bay, completely providing local service while high-speed rail would cover all other travel needs; (3) extending BART into Pittsburg, San Jose, San Jose to Alum Rock and connect BART to Caltrain at Tamien
- Opposes BART extension to San Jose: (1) suggests using funds to improve Dumbarton, Capitol Corridor, and Caltrain rolling stock, tracks, and services instead, (2) wants "Caltrain Metro East" instead

- Improve ACE by (1) extending service hours to later in the evenings to serve commuters who work late and are unable to catch the last 5:35 pm train; (2) separating ACE from Union Pacific freight by putting second line on Altamont
- Improve Capitol Corridor by: (1) extending service hours; (2) increasing frequency from San Jose to Sacramento; (3) extending to Reno; (4) providing express intercity rail services from San Jose to Sacramento; (5) electrifying Capitols
- Consider Shin station for BART and ACE
- Build a Dumbarton tunnel, not bridge
- Provide DMU service between San Jose and Fremont
- Provide Amtrak service from California Del Monte San Francisco to Monterey
- Provide commuter rail connecting Byron to San Rafael using Burlington Northern Southern Pacific (BNSF) corridor
- Provide SMART stations in Marin and Sausalito, tunnel under Golden Gate to North Point Station, and align under or parallel to MUNI underground extension from Clay to North Beach into TransBay Terminal. Use same equipment as Caltrain once its electrified.
- Develop DMU service from San Jose to Santa Cruz and Salinas to Monterey
- Wants Coast Daylight to connect to Surfliners from Los Angeles/San Diego, and look to leverage with Santa Barbara San Luis Obispo rail expansion
- Wants rail connection from San Jose through Oakland and Martinez to Auburn to Tahoe/Reno
- Double track Union Pacific line from Newark to Santa Clara to eliminate traffic conflicts and delays
- Restore freight capacity on the Southern Pacific line in Altamont, Mococo line in Tracy to Martinez
- Rebuild Southern Pacific Altamont Pass line for extra capacity
- Electrify all passenger and freight service in Bay Area to increase reliability and allow Union Pacific to pull intermodal freight onto high-speed rail tracks
- Develop a network that connects northern and southern points of the Bay Area from Cloverdale to Gilroy and from Santa Rosa to San Francisco to San Jose
- Consider another Bay crossing, whether it be for ACE, Capital Corridor, etc.
- Build a circular track between Oakland and San Francisco International Airports, and within the North Bay and South Bay, similar to the European system
- Route rail to where people are already clustering, particularly around key destinations such as airports, downtowns, job centers
- Close gaps in rail service and improve transit stops (e.g., Amtrak Berkeley stop)

Evaluation Criteria

- Minimize impacts on local communities
- Minimize noise, vibration impacts
- Minimize impacts to communities of color
- Maximize convenience of use
- Limit transfers and is competitive with autos
- Limit costs to customers
- Maximize interconnectivity
- Use proven technology
- Minimize travel times and headways between trains
- Compete with travel times for autos
- Minimize travel time between Los Angeles, San Jose and San Francisco

Scoping Comments for Bay Area to Central Valley High-Speed Train Program EIR/EIS

- Favors Pacheco Pass because (1) a high-speed rail alignment from San Diego to Los Angeles to Pacheco Pass and San Jose should be developed first before extending the system; (2) population density in Peninsula is higher than any other parts of the Bay Area; (3) Altamont Pass is pristine wilderness area, and any environment disruption would detrimental; (4) the region needs to put its assets into major areas, focusing on major urban centers, thus high-speed rail should go through San Jose and San Francisco; (5) it makes more sense than the Mt. Hamilton Range alignment as the Pacheco Pass alignment would serve Monterey and San Benito counties as well as southern Santa Clara County; (6) it captures the most profitable passenger base (i.e., business travelers from Los Angeles and elsewhere), and takes them to downtown San Francisco and Silicon Valley, not East Bay locations
- Favors Altamont Pass because (1) it would separate passenger rail from freight rail; (2) result in higher ridership; (3) be cheaper to construct, (4) branches to Sacramento easier; (4) makes more sense travel on Altamont through Oakland and across the Bay into San Francisco; (5) reduces environmental impacts; (6) is the best gateway into Central Valley, with branches to San Jose and San Francisco; (7) it seems more efficient since Oakland-bound branch line is not necessary if high-speed rail/BART transfer offered somewhere around Fremont
- Upgrade Altamont Pass to better serve commuter rail (not high-speed rail) to Pleasanton BART, San Jose and Oakland
- Provide link to San Jose if high-speed rail runs along Altamont Pass, but prefers high-speed rail on Pacheco Pass through Hollister and Monterey
- Route high-speed rail on Pacheco Pass, splitting after Fresno, going north to Roseville on Highway 99, west to Gilroy and then up to San Jose; and complete circle around the Bay with BART
- Provide high-speed rail service from Port of Oakland to Roseville, and from Roseville south along I-5 through Manteca and west to Pleasanton where it extends south to San Jose
- Wants high-speed rail to connect Los Angeles, San Jose, San Francisco to Oakland, Sacramento, with hubs to Valley cities
- Must serve three major centers – San Francisco, San Jose and Oakland – with equal service levels and fast speeds
- Must include San Jose stop, not compete with existing services (ACE, Caltrain), and must be convenient to use from major population base areas
- Must serve downtown San Francisco at new Transbay Terminal
- Reevaluate the San Jose and Oakland connections when conducting the Altamont study, study all three rail routes between San Jose and Oakland, and don't link to Oakland which is served adequately by BART
- Route should include fast growing areas of the Central Valley like Mountain House, Tracey, Manteca, etc.
- Don't build too many stations in the Central Valley unless they can demonstrate supportive land uses, instead increase local connecting services in the Central Valley and let them collect passengers to a few high-speed rail stations
- Avoid the Las Banos wetlands when considering the Pacheco Pass alignment
- Avoid routing high-speed rail through the established communities in the Peninsula (i.e., go to where there is less destruction of established communities) and consider extending high-speed rail along US 101 instead
- Avoid impacts and displacement of low-income communities when looking at land use or purchasing of rights-of-way
- Look at how many faults will have to crossed
- Use as many tunnels as possible

- Wants commuter only stations in Niles, Livermore and Manteca for the San Francisco to Los Angeles line
- Wants high-speed rail speeds of 125+ mph down Altamont Pass and along Highway 99 to Roseville, and 80 mph from Auburn to Reno
- Consider high-speed rail freight service to relieve Port of Oakland
- Consider use of tunnels through residential and industrial area to minimize environment
- Consider high-speed rail using conventional lines like in France
- Consider top speeds of 300 mph, and don't limit speeds to 220 mph
- Suggests that high-speed rail must be competitive with air travel
- Link high-speed rail to airports
- High-speed technologies are too expensive and too slow
- Concerned that regional interest in high-speed commuter rail (i.e., connection to Tracy) will overshadow the issue of connecting Silicon Valley to Southern California
- Maintain 2-hour schedule for express service between San Jose and Union Station in Los Angeles to maximize patronage and provide scheduled feeder connections at both ends
- Progress on this high-speed rail program has been slow
- Select alignment with shortest travel times from Bay Area to Southern California, using shared infrastructure with commuter rail and providing accessibility to greatest number of potential riders
- Uncertain about impact to air travel and whether high-speed rail will replace San Joaquin train/Amtrak
- Locate stations in downtown areas, air travel cannot do this
- Make cost of riding under $90, must be cheaper to ride than Amtrak or plane
- Must coordinate high-speed rail with regional rail
- Consider copying the Japanese Shinkansen design so we can use their good trains
- Must compete with air travel in terms of time and speed, prefer shortest route between San Francisco and Los Angeles
- Uncertain how autos and traffic will access stations, parking, connectivity to other transit systems, how pedestrians will be impacted

Other Comments

- Improve convenience (i.e., faster service, higher frequency) and connectivity between transit systems
- Give passenger rail traffic priority over freight
- Institute one universal fare card
- Institute uniform signage between all systems, taking into account multiple languages spoken in Bay Area
- Embrace new technology but don't forget conventional rail
- Examine land use – higher densities, transit-oriented developments – along rail corridors and stations (see Mountain View's "The Crossings" TOD as a good example)
- Provide abundant parking at transit stations to allow people to drive to the station and use the rail network
- Coordinate the upgrades and extensions of Caltrain, BART, and ACE; get agencies to communicate and cooperate, not compete, with each other; and consider consolidating transit agencies
- Start acquiring new rights-of-way, especially where there is conflict with privately owned rail lines, and developing exclusive rail corridors like the Alameda Corridor in Los Angeles
- Look into ways to fund the proposed regional rail and high-speed rail systems

- Figure out ways to provide first-mile and last-mile service from/to home and job using shuttle services
- Don't forget about leisure service – Reno, Tahoe, Napa, Monterey

San Francisco

Rail Project Ideas

- Improve BART by: (1) converting BART system to conventional gauge; in fact, the entire regional rail system should be of one gauge; (2) adding a BART station at 30th & Mission – infill stations are needed in high-density areas like the Mission as well as East Bay; (3) extending BART to 19th Avenue/Geary, and short extensions to Pleasanton to ACE, to Hercules, to San Jose; to Golden Gate Bridge and from Millbrae area along bay side of Peninsula to Caltrain line; across the Bay near San Mateo Bridge area; to Richmond and Marin; to Walnut, Alamo, Danville, San Ramon, East Dublin; to North Bay, Richmond, and San Francisco (4) creating a BART southern crossing between Dublin/Pleasanton line and SFO extension; (5) upgrading existing BART stations, not just build new extensions and stations; (6) providing regional connections to BART at Pittsburg, Fremont, Livermore and West Oakland
- Improve ACE by: (1) provide tunnels to improve service on ACE and high-speed rail
- Improve Caltrain by: (1) extending Caltrain to Hollister; to Salinas; under the Bay between San Francisco and East Bay with a stop in Alameda; over the Dumbarton bridge and connect it to East Bay rail; (2) increasing Caltrain service in weekend/evenings; (3) building more passing tracks on Caltrain; (4) adding more baby bullet service on San Francisco to San Jose route, possibly extend to Gilroy; (5) replacing Caltrain with BART, or significantly upgrade Caltrain;
- Improve Capitol Corridor by: (1) making the Capitols a high-speed rail route; (2) eventually upgrading Capitol Corridor to high-speeds; (3) extending the Capitols to Reno;
- Create DMU service from Sacramento, Elk Grove, Galt, Lodi, Stockton, Lathrop and then split southeast to Modesto and west to Manteca – this is DMU connecting proposed eBART extension to Manteca
- Provide direct commuter rail from Marin to San Francisco along Highway 101, connecting Marin to Vallejo to Benicia to Martinez to Pleasant Hill BART station
- Create light-rail or DMU from San Jose south west to Winchester, Los Gatos, Davenport, Santa Cruz, San Rafael, Vallejo, Benicia, Martinez, Pleasant Hill, Walnut Creek, Alamo, Danville, San Ramon, Dublin
- Provide a connection to Sacramento to Martinez and into Port of Oakland on a route with 110 mph diesel train
- Create a Dixon passenger rail station
- Create rail service from San Rafael to Fairfield, split south and east near Vallejo
- Create rail service with Vallejo Station linking Capitols with SMART
- Look into automated direct transportation systems wherein rail systems operate with other stations that are offline
- Consider another Bay crossing between San Francisco and Oakland because BART is not seismically sound
- Consider a second connection between San Francisco and East Bay
- Do not create a rail port in Suisun City

Evaluation Criteria

- Maximize the integration of transportation and land use
- Maximize cost-effectiveness for operating and capital

- Provide more frequent service
- Maximize rail connectivity and connectivity to other transit
- Maximize use of existing rail rights-of-way
- Optimize investments in productivity
- Attract more people to transit-oriented way of life
- Maximize affordability for customers
- Maximize system interoperability
- Minimize ridership costs
- Maximize total system cost-effectiveness in terms of capital and operating cost per new rider attracted to the system
- Effectiveness in limiting the urban footprint
- Minimize overall travel times
- Minimize impacts on cultural resources and promotes cultural impacts of the stations

Scoping Comments for Bay Area to Central Valley High-Speed Train Program EIR/EIS

- Make San Francisco and San Jose primary destinations for high-speed rail
- Extend high-speed rail to San Francisco International Airport, thereby eliminating feeder lines to airports and alleviating air congestion
- Route high-speed rail to both Oakland and San Francisco by crossing the bay, with BART connecting through the Peninsula, and high-speed rail connecting from San Jose to Oakland
- Augment, but not replace, air travel with high-speed rail
- Route high-speed rail on existing rail lines, similar to what is done in Germany and Paris
- Favors Altamont Pass because routing high-speed rail through the Altamont Pass via Dumbarton Bridge would serve as a cheap way for providing that service
- Favors Pacheco Pass because (1) most desired destinations are in the west and south bays, (2) if high-speed rail aligns with local transit, then there would be greater ridership, (3) concerned that if high-speed rail goes through Livermore that this will encourage growth in San Joaquin Valley, (4) San Jose is more important than Livermore/San Joaquin County
- Extend high-speed rail to Sacramento
- Provide high-speed rail service to North Bay
- Do not serve commute trips to sprawling Central Valley communities – at minimum, must have strong land use controls in place, good connections to local transit, minimal parking provided
- Consider impacts on parks, open space and wildlife
- Explain why we are locating high-speed rail through vast, vacant areas when there is a transportation barrier that is so overloaded

Other Comments

- Facilitate connectivity between various rail systems – it would not be prudent to add new rail if we cannot connect them together
- Consider connections and availability of service (i.e., frequency and service hours per day) when thinking about rail extensions. Supports extending BART to San Jose because more BART trains may be operated per day.
- Address physical disconnects between systems (e.g., it's difficult for a Caltrain rider to understand the East Bay transit system, thus we need to make the system more manageable from a rider's perspective)

- Ensure seamless in the transit system – it's too confusing now with the different transit operators, different fares, multiple transfers. TransLink® is a good option.
- Ensure seamless in the transit system – one seamless fare system
- Institute one universal fare card (e.g., Transit Federation in Germany)
- Improve connectivity between transit systems, increase service frequencies and reduce travel and wait times to make transit beneficial for the riders
- Make "one-seat" trips wherever possible even if it results in redundant service (i.e., limit mode and route transfers)
- Create a regional rail system that is complementary to high-speed rail
- Connect high-speed rail to the regional system to promote intermodal connectivity and also consider ease of ticketing
- Ensure connectivity amongst systems and regions (e.g., the high-speed rail system can connect provide connections between regions, while smaller trains, smaller cars operating at higher frequency can connect places within a region)
- Spend the billions of dollars on connecting services to ensure people use the regional network, and consider use of shuttles for going that first or last mile
- Encourage more coordination amongst transit agencies (kudos to BART and Caltrain for working together on this study)
- Use the existing rights-of-way along the highway system for rail (e.g., elevate tracks so they don't conflict with vehicles)
- Preserve rights-of-way for future transportation
- Build communities around transit stations to lessen travel time between home and work
- Factor in land use and smart growth when developing the regional rail system (e.g., condition regional funds on supportive land uses, extend rail only to areas with the highest number of jobs, curb sprawl in Central Valley through land use controls)
- Create transit-oriented developments around train stations as done successfully in Zurich, and rather than going through existing corridors, build new rail lines and build cities with it
- Think about land use – draw dots on map of areas to be served, starting with intense development around high-speed rail stations; find where people need to go; and then connect the dots. Look at existing rights-of-way first to see what can be accomplished, and then look into acquiring additional rights-of-way when connecting the dots.
- Extend rail lines into newer areas and create hubs around them to create the ridership rather than extending the system into already existing and dense areas
- Keep in mind that there are limits to infill development, limits to smart growth – there will likely be another new town movement to surface somewhere in California – pay attention to Central Valley, particularly with the potential for high-speed rail between the Central Valley and Bay Area
- Reinforce our land use goals by routing rail lines down major travel corridors and high-density areas
- Focus transit-oriented developments in urban core – Oakland, Peninsula and East Bay shore suburbs
- Make stations appealing so that people want to live near it and use it
- Separate passenger and freight rail, and don't let freight dictate running times and costs for passenger rail
- Consider shared use of rights-of-way, but not necessarily share tracks
- Improve efficiency for moving commuters, but not at the cost of moving freight
- Expand freight capacity – freight railroad operators are turning away more tonnage per year due to lack of capacity
- Include bike/pedestrian pathways, cars that carry bikes, and bike stations to protect bikes

- Encourage more family-friendly transit, where the station and train design makes it easier to parents with young children to get in and out of stations and trains
- Build parking ramps for people to take the train
- Need to have a transportation system that is fast, comfortable, and meets our schedule needs – autos meet these needs, but we need to change that because it lowers our quality of life
- Favors transit because it easier for people to get to their jobs without relying on highway travel or spending more money on gas

Livermore

Rail Project Ideas

- High-speed rail access the Bay Area from the south: along Route 99 from the south, splitting at Merced, West toward San Jose, complete loop around Bay Area and North through Stockton and Sacramento.
- Separate freight and passenger service
- BART to Livermore, with Express BART Dublin trains direct to SF. high-speed rail should not replace BART to Livermore
- BART and ACE need to be connected in Livermore. The extension from Dublin/Pleasanton BART could be FRC heavy rail so the shuttle train could run on the existing UP/ACE rails from East Pleasanton to downtown Livermore.
- Rather than extending BART, upgrade ACE to provide better, cheaper service sooner.
- Make sure BART extension s can link seamlessly to any Central Valley road/rail extensions that come west to Bay Area.
- BART extension is essential to Livermore. Consider what Livermore has done to support Regional Rail: Livermore has provided financial, planning and land use commitments, including funds for BART to Livermore, acquiring right-of-way for BART, existing employers located near BART proposed sites; updated general plan to add 1,000s of residential units within BART station walking distance.
- Connect Walnut Creek to Pleasanton, extend rail from Pleasanton west thru Livermore to Tracy where it meets up with proposed eBART extension: Tracy – Livermore – Pleasanton – Walnut Creek
- Extend BART from Richmond to Martinez and down 680 corridor to Santa Cruz (would be a help for San Jose-Santa Cruz commuters)
- Down the freeway in Livermore is the best for our quality of life!
- Feeder lines to connect with trunk rail lines: 1) from Hollister west and then splits north towards Santa Cruz and south towards Marina; 2) along I-80 corridor from San Rafael to Capitol Corridor line; 3) north west route from Napa area to bridge; 4) beyond proposed eBART extension south towards Los Banos; 5) East of Modesto toward Yosemite; 6) North of Stockton to Marysville with 2 braches eastward; 7) North between I-80 & I-5 (Woodland)
- Develop an inter-regional triangle connecting the Bay Area, Sacramento/Roseville, and Stockton/Modesto.
- Connect Tracy, Byron and Antioch
- Wants Dumbarton rail service and extended Caltrain service to Salinas/Monterey.
- High-speed rail should work with BART to have BART extension over Altamont – through Mountain House, Tracy. high-speed rail could come along ACE line and go down to San Jose – people going to Oakland and San Francisco could take BART from an intermodal station with a good parking facility east of Greenville.
- Integrate high-speed rail w/ BART, take the attitude that BART is local. If I want to get to Milpitas BART is too long, but high-speed rail makes sense.
- SMART should go to SF & across Richmond Bridge

- Suggests ringing the bay with rail (BART, Caltrain, Dumbarton Rail, ACE Train, Capital Service, etc.) and making good connections between systems.
- Look at different technology other than BART.
- Tri-Valley high-speed rail station is critical; suggests intermodal station (proposed with BART and ACE) and bus service available as well, next to planned high-density housing.
- Support BART to Livermore, in the I-580 corridor, extended to Greenville, up 580 to the old SP right-of-way (Congressional Grant right-of-way) – there is a lot of land available for yard.
- Incremental upgrade of existing rail lines. No more BART extensions until existing rail lines upgraded, including ACE.
- Since parking often limited at BART station, access to high-speed rail or BART stations must always be included in the plan – with parking structures (possibility of overnight parking).

Evaluation Criteria

- Minimize transit times on rail (don't add too many in-fill stations)
- Consider parking – it is an important element of accessibility
- Maximize connections to other transit (this is critical)
- Maximize frequency of trains
- Consider what local jurisdictions have paid for

Scoping Comments for Bay Area to Central Valley High-Speed Train Program EIR/EIS

- Suggests high-speed rail station in Livermore with ACE and BART
- Support for Pacheco Pass alignment and for a Redwood City stop.
- The Altamont pass option is preferred. The South Bay already has Caltrain; so that I-580 traffic from Valley into Bay Area can be alleviated.
- Central Valley connection to Bay Area from South.
- Direct passage from Central Valley to San Francisco/San Jose
- High-speed rail should be designed to accommodate regional, inter-regional and commuter rail. Don't concentrate on individual "corridors" – need to think in terms of a regional and inter-regional rail network or grid to reflect current and future land use patterns.
- Protect Agriculture and open space in Central Valley. Develop in foot hills. Conservative construction practices need top priority in natural areas.
- Connect BART to high-speed train; supports the 30th St BART Station in San Francisco
- For security, make high-speed rail stations capable of appropriate inspections
- Consider magnetic levitation as at Shanghai airport, or as it is being developed in California, in San Diego
- First things first – local rail is where we should focus now
- Wetlands buffers and wildlife corridors (both North-South and East-West) are very important to accommodate. Pacheco Pass is critical in both these areas.
- Strive to encourage agriculture vistas rather than just dense urban development along tracks. Expect development near stations – but appeal of European countryside high-speed trains is subsidized crops and cattle.
- Could the Oakland-Sacramento corridor (Capitols) be upgraded to carry high-speed service?
- Stations few and far between; just well connected to other transportation modes. Stations to airports: great idea – major international as well as Central Valley feeder airports in Fresno, Modesto, etc.
- Need high-speed rail on I-5 to Los Angeles.
- Central Coast and north of Sacramento – not served by high-speed rail. Are there plans for these areas?

- Utilize elevated lightweight structures – even in the country to minimize impact on environment
- To be truly useful high-speed rail must carry freight as well as passengers. Gridlock on I-580 with moving containers from Port of Oakland to Central Valley. Reduce trucking through I-580 by moving freight via train or ship.
- High-speed rail needs to be quiet.
- Explore new technology – magnetic levitated trains. San Diego is currently testing these. Port of Los Angles is looking at it to move containers.
- Proposing that all high-speed rail be elevated, so even in the country you do not impact land with rail and fencing; less of a footprint as you cross large areas.

Other Comments

- Keep passenger rail separate from freight
- Can't get on the road any earlier than 10 am because of commute traffic. Build BART to Livermore at Greenville, with parking garage. It should be done before BART goes outside its original plan, such as to San Jose.
- Until BART gets to Livermore, everyone should plan for widening I-580 for BART.
- Let's use proven technology. Off-the-shelf equipment. DMUs show promise as a low-cost rail technology. Let's look at existing rail lines, and other potential linear rights-of-way.
- Do something with many miles of underutilized existing track.
- Separate HOV lines, east bound is a waste of money – that money should be spent on widening I-580 east from Tassajara.
- Need express bus between BART Park & Ride and BART station; it could connect with every BART train during the 4 hours commute morning and evening. City of Livermore should demand that LAVTA help pay for that.
- Transit provides mobility, opportunity for employment, business, travel (for pleasure or business), sense of independence of the populace -- do not expect it to "pay for itself."
- Redundant or alternate routes (so if a major regional quake strikes, some rail hopefully can be restored quickly, to help evacuate the millions refugees).
- Livermore has already planned our type of high-density for BART. Don't impose Oakland densities on Livermore before putting BART to Livermore. The night whistle of trains at crossings can be aggravating if you live practically on tracks. Did once and it was no fun.

Modesto

Rail Project Ideas

- Rail service must connect Modesto, Stockton & Bakersfield, which are among the 100 largest US cities, to major airports.
- BART: Pleasanton to Livermore and regular BART service rather than a DMU service.
- ACE service on weekends & midday service on weekday service. Extend ACE to Modesto.
- Rail service from San Jose to Santa Cruz & Monterey.
- Circle around Modesto area – Use 132 as a rail corridor
- BART needs to go to at least the base of the Altamont as soon as possible
- Extend BART to Tracy and Livermore immediately. Further extensions to Stockton and Modesto.
- Relieve I-580 congestion by (1) extending BART to Greenville and create a joint station with ACE; (2) establish rail from Stockton through Antioch/Martinez; and (3) establish rail service along State Route 99 to the Lathrop ACE station

Evaluation Criteria

- Maximize ease of use for low-income
- Minimize noise, visual, "environmental (natural)" impact
- Should follow highest population entry point to Bay Area i.e. Tracy, Livermore. Acquire Right-of-way as soon as possible.

Scoping Comments for Bay Area to Central Valley High-Speed Train Program EIR/EIS

- Very high-speed rail needs to be from Sacramento to Los Angeles Area
- Utilize existing rights-of-way to extent possible
- Minimize or eliminate at-grade crossings
- Keep the "high-speed" in rail, making sure Express Trains are plentiful and convenient for riders
- Would like to see the Altamont Pass used rather than Pacheco Pass. Concerned about environmental impacts along the Pacheco Pass.
- High-speed rail alignment: The Grassland Water District and the Grassland Resource Conservation District contain wetlands near Los Banos. Keep alignment away from this area. At very least, investigate thoroughly before making a decision.
- Livermore should have a stop on the high-speed rail line.
- For Modesto, station should be downtown near regional transit hub, important for downtown renewal and limit sprawl.
- Must have connections or direct transit to airports (SFO, Sacramento, Oakland).
- Station could be multi-use building perhaps with hotel, offices, retail, cultural spaces.
- For high-speed rail, consider not only proven technologies but explore new technologies and Maglev
- Need an updated EIR that specifically studies smog generation and auto traffic down to Central Valley
- Consider eliminating federal money – it means a slower process and red tape. Make this a California only project, even though it will be more expensive for taxpayers in this state. Nevada, Oregon, Washington are potential partners to finance a West Coast high-speed rail.
- Concerned about whom, if anyone, will be the public's watchdog to ensure impacts identified in the EIR are mitigated?
- Concerned with Mountain Crossing – about 10 parks in that shaded area.
- There has been an effort to avoid transecting Henry Coe Park, but still have concerns about impacts (noise, vibrations) if it comes within vicinity.
- Concerned about high-speed rail power to use eminent domain
- Investigate if Caltrans owns right-of-way to move State Route 152 to I-580 to North (?). Might be possible alignment for high-speed rail; runs right into middle of Modesto.

Other Comments

- Keep costs down for the rider. ACE trains are wonderful but more expensive than San Joaquin bus system.
- Consider rental cars available at BART stations. Cars could be rented by hour (and/or reserved) during the workday for personal use.
- Concerned about eminent domain because of recent Supreme Court ruling.
- Concerned about loss of farmland
- In Merced area, 25 percent of the work force is going to the nine-county Bay Area for jobs. This is a reality that must be taken into account as regional transportation plans are developed. And residents of Stockton and Modesto are moving to Merced for less expensive housing.

- Consider including some of the universities represented in this area (UC Merced, Stanislaus). Also Advisory Group should consider including other universities (UC Davis, San Jose State and UC Merced)
- Rail station locations should be closely integrated with city, county and regional plans. Station location is vital to renewal in places like Modesto and to minimize sprawl and local traffic congestion.
- High-density housing should be located near transit service. TOD makes sense if you include a proper mix of housing and services such as grocery stores, coffee shops and dry cleaners.
- Important to work with employers, when people get to end destination, it's difficult to get place of employment. This will only work if there is good transportation at destination points.
- Altamont Pass is already choked up area, so there is desperately a need to accelerate a solution. Extend BART at least to Tracy.
- Consider alignments along existing highways in already developed areas, as opposed to impacting new areas
- Freight and passenger service cannot share tracks for much longer. Both need their own set of tracks.
- Maximize the accessibility and rail service connections in low-income minority areas; they have greater needs than those that are higher income.
- Find less expensive improvements to public transit to make now. Consider different options with Amtrak.
- Driving to the Bay Area by car continues to be slower, more costly and generate more pollution. Increasing highway lanes is no answer.
- Need improvements sooner rather than later due to the environmental issues such as air quality in the Valley and elsewhere in Bay Area.

San Carlos

Rail Project Ideas

- Rail around the Bay Area.
- Against BART to San Jose because of expense and alignment currently chosen would miss the airport. Favors Kiesling plan for Caltrain Metro East because it leverages future plans like high-speed rail, instead of competes with them.
- Extend BART from Dublin/Pleasanton to Livermore using current technology.

Evaluation Criteria

- Missing criteria: cost effectiveness
- Maintain needed freight service
- Minimize operating costs but not necessarily capital costs. Would rather spend more up front to ensure better operational characteristics down the line.

Scoping Comments for Bay Area to Central Valley High-Speed Train Program EIR/EIS

- The #1 issue is ridership/revenue potential. The #2 issue is environmental protection.
- Altamont alignment is best way to make sure as many people ride as possible. Need a completed high-speed rail system sooner rather than later
- San Jose needs to realize that being on a spur (as SF and OAK will both be!) is not a problem.
- Use LNG fueled locomotive for any non-electrified train and car movement.
- If high-speed rail uses a compliant technology, impacts will be minimized.

- High-speed rail line along Route 99 corridor, splitting at Lathrop – north to Roseville, west towards Niles (along
  I- 580 corridor)

Other Comments

- Good design of intermodal stations is critical. As an example of poor design, see Oakland Coliseum station or Millbrae station. Transfers must be made easy for passengers to utilize them, otherwise value is lost.
- Adjust schedules and ticketing to allow seamless connectivity.
- Consider standard gauge BART so as to provide ability to move train sets through out the area.
- Need to change FRA requirements to improve rail operations. They are disposed toward heavy (freight) rail. Need to integrate passenger rail.
- Concerned about high-speed rail impacts on Caltrain operations.
- Include earthquake faults on rail maps. Avoiding earthquake faults should be a priority.
- Plan must consider growth of freight traffic; maximize freight service.
- Need transit-oriented developments around transit. Availability of transit is a key factor in decision about where to live.

Suisun City

Rail Project Ideas

- Pursue the rail service envisioned in the Napa-Solano Passenger Rail Study as a way to connect east and west parts of the North Bay, and consider importance of freight to North Bay
- Create a rail port in American Canyon and Suisun, similar to the Port of Oakland
- Look at rail opportunities now that the Napa pipe operation has closed, consider preserving its rights-of-way from Suisun and Vallejo and Vallejo and Napa and connecting to Northwestern Pacific Project
- Need a rail connection to Vallejo ferry, Solano County (Napa itself has good transit service)
- Model our region's rail system after the Japanese rail system, which is fairly extensive, connects well with local rail and transit, fast and efficient
- Look at providing rail services on existing rights-of way like the Moccoco line
- Save the national Amtrak system
- Connect BART between Oakland and San Francisco International Airports, making the two airports function as one and potentially reducing need for more runways
- Reexamine idea proposed about extending BART to Hercules and Vallejo
- Improve travel times for BART (BART seems too slow, New York's subways run a lot faster), and consider skip-stops for BART
- Build light-rail as three or four tracks so that they can be used as inner-urban routes
- Develop a skytrain to Caltrain and BART in San Bruno

Evaluation Criteria

- Maximize coordination between coordination with rail and other transit
- Maximize number of new riders
- Minimize cost per new rider
- Serve low-income areas

Scoping Comments for Bay Area to Central Valley High-Speed Train Program EIR/EIS

- Appreciates the efforts of the CHSRA to be sensitive to parks and parklands in its environmental and planning studies and pulling Henry Coe state park off the table, and wants to continue to preserve parklands for recreation, natural resource and cultural purposes
- Favors Altamont Pass because (1) it's the best route in terms of generating ridership and minimizing environmental impacts, (2) can be routed to serve San Jose and take only 10 minutes longer, (3) provides good connection to BART, which can generate large ridership numbers
- Wants high-speed rail service from east to Roseville, splitting south of Merced and west to Gilroy
- Need to find ways to handle the Peninsula situation with BART, Caltrain, and high-speed rail
- Ensure that high-speed rail and regional rail are tied together
- Seize opportunity to add land use controls or incentives when planning the high-speed rail system
- Seek funding for high-speed rail, perhaps start with demo line first
- Need to have a scoping session in Sacramento
- Build a demo high-speed rail route to get people's attention
- Tap into Tracy and San Jose for public support and funding if Altamont is chosen
- Create a high-speed rail route between San Francisco and Los Angeles because it is the most heavily traveled route via air
- Need to address lobbying or political opposition via air industry
- Build high-speed rail in California – there's more public support then we think we have now, many supporters in Davis and Sacramento

Other Comments

- Preserve the existing rights-of-way, including halting the dismantling of rights-of-way down in San Jose
- Curtail spending too much money on environmental studies (instead refer to environmental studies already available), and use that money to advance the project
- Model our regional rail system after Europe's rail system – there is a lot of disconnects in Bay Area transit service (e.g., rail doesn't lead you to your destination, often need to take a bus to get to your destination on the other side of town)
- Implement cost-effective service, serving the highest number of people for the most reasonable cost
- Spend more public funds on expanding freight capacity
- Figure out how freight and passenger rail can work together
- Find ways to run passenger trains without interrupting freight
- Prioritize passenger rail over freight rail – passenger travel should not be delayed for freight travel
- Remove freight trucks off the freeways
- Serve existing and planned transit-oriented housing
- Create land use incentives to curb sprawl
- Look into improving access to transit stations, particularly in light of urban parking lots reaching capacity, lack of bus connections, etc.
- Ensure connectivity between regions – we need to think about how the Bay Area connects to areas outside our borders
- Need to think about ways to meet the transportation needs of our growing population
- Build rail to accommodate growth while preserving our regions natural beauty and social diversity
- Identify ways to get people out of their cars and onto rail as a way to deal with growing traffic congestion on freeways like I-80
- Limit vehicle miles travel to curtail more cars on more roads

- Develop transit without focusing on autos (move away from post World War 2 planning where we developed shopping malls and suburbs based on cars)
- Allow use of autos when making a transit trip (e.g., drive, park, and take BART)
- Note that cars are expensive, no room for them, and gas prices are high
- Look into ways that a private entity like the Napa Valley Wine Train can receive public subsidies and use unused capacity on the Union Pacific lines in the North Bay
- Market the transit systems (BART to SFO failed because of lack of marketing)
- Build rail lines for long-distance commuters as a top priority, however, some rail lines will be needed to support shorter commutes and get people out of the cars
- Improve travel times for transit, matching travel times with autos is not important, so long as you improve transit travel times by five or 10 minutes

Santa Rosa

Rail Project Ideas

- Establish both freight and passenger rail connections with the central State Railroad System; there would be a connection between the publicly owned right-of-way in Sonoma and Marin County and the greater state of California through to Cordelia Junction and connecting up with the rest of the system
- Need to re-establish North Bay communities for freight rail service; freight service is important because it not only boosts the regional economy but also to minimizes freight movement by trucks, thereby removing trucks from freeways and relieving traffic congestion
- Suggests that standard rail lines connect Hollister, Gilroy, Santa Cruz and Monterey; that standard rail lines go along Highway 101 route in North Bay connecting to San Rafael to Healdsburg and extension east to Fairfield, and crosses a line going north through Vallejo on preexisting tracks
- Suggests standard rail along proposed eBART route
- Suggests standard rail on Highway 101 route and freight, and standard rail should be built long-term for 200 kph, electric (pantograph) operation compatible with high-speed rail
- Use Caltrain as the model, and move towards electrified 24 hours/7 days service on standard roadbed
- Suggests that new services like SMART should follow progression of rail cars—standard trains—electrified, and notes that BART is dead-end technology

Evaluation Criteria

- Maximize rail transit connections
- Maximize service to and promotion of transit-oriented development
- Allow for incremental implementation
- Compatibility with other users and rights-of-way – standard gauge, etc. Also, uses multiple-source standard design rolling stock from worldwide vendors (or used equipment) – no special design, single-source projects

Scoping Comments for Bay Area to Central Valley High-Speed Train Program EIR/EIS

- Suggests that high-speed rail come up 99 from south, splitting at Modesto west along Altamont crossing the Bay to Palo Alto and north to San Francisco, and going north from Modesto to Roseville; also extend high-speed rail from Niles to San Jose
- Suggests that high-speed rail be on steel-on-steel 300 kph design
- Believes that high-speed rail alignment should complement other transit, and an Altamont route could be used by other services, such as a vastly improved ACE service

- Suggests that station locations should serve existing populations, not encourage development in currently remote areas

Other Comments

- Requests that SMART be kept apprised and involved in the development of the plan
- Locating transit and development near transit makes sense in the long-term, particularly for seniors who need to be ready for a time when driving may not be possible

E. Written Comments

These written comments were received following the meeting via letters or emails. The following is a summary of the main points. See Appendix H for copies of the correspondence. Note that the CHSRA received numerous scoping comments via letters and emails and cataloged these written comments in a separate document.

Rail Project Ideas

- Extend BART to Livermore – Livermore residents have been paying for the BART general obligation bond since 1962, but Livermore is the only system in the original BART district that has not yet been planned and funded; Greenvale Station would be transit hub for ACE, WHEELS, CCCTA and San Joaquin Valley Transit
- Extend ACE to Modesto
- Wants rail service north of Golden Gate Bridge.
- Focus attention on importance of the Martinez rail connect for transit for the entire Diablo Valley Area
- Explore the applications of HighRoad Rapid Transit System (HRTS) in the plan
- Consider alternative means for connecting service between Caltrain terminus in San Francisco and the downtown Transbay Terminal; consider less costly alternative rail designs for e-BART and BART to San Jose; consider various rail technologies in the plan
- Consider a Stockton to Oakland/San Francisco (via Martinez) service that would operate over the existing San Joaquin intercity rail service route
- Consider an Oakland to San Jose (via Newark) service that would operate over the existing Capitol Corridor intercity rail service route
- Consider a Solano County/San Francisco via Vallejo Ferry service
- Consider possible merger of some or all of the Bay Area's rail system
- Explore the applications of a pulsed-hub network strategy, which addresses a number of concerns including high-speed rail options, connectivity, system expansion, reliability, freight, phased implementation, land use and smart growth, understandability, last mile connections, and disaster preparedness
- Create a BART subway from Civic Center up Oak Street and along Masonic toward the Golden Gate
- Extend BART to Livermore in a widened I-580 median and into the former Southern Pacific line toward Tracy; to Antioch in a widened Route 4 median; and atop the former Western Pacific roadbed and a rebuilt bridge over US 101 to Alum Rock station at Julian/28th near SJSU and downtown San Jose
- Avoid costly BART subways; keep BART at grade on the old WP roadbed south of Montague; run BART over US 101 to Alum Rock (Julian/McKee/28th); build a major intermodal/parking facility at Alum Rock; preserve the old WP alignment to Tamien for future rail; run BART trains for now just to the Concord line; slash the length of the subway; protect rights-of-way and plan for a 4-track Caltrain line

- Don't use DMU – get rail BART to Antioch and Livermore; BART at grade in freeway median is more cost-effective
- Eliminate consider of BART to San Jose extension
- Consider a Transbay Terminal project and BART/Railroad intermodal station in Union City/Fremont area
- Increase speed and frequency of Capitol Corridor
- Build a private/public commuter rail line between Auburn and Pittsburgh (link to BART) to replace the Capitol Corridor trains. Trains will run on electricity, offer meal cars and restrooms, and feature solar panels between rail stops to save energy. Trains will be a dedicated tracks, no sharing with freight because this will lead to more delays and bad service. Initial stops will include Auburn, Roseville, Downtown Sacramento, Davis, Dixon, Vacaville, Fairfield, Pittsburgh; and future stops will be West Sacramento, Stockton and Modesto.
- Electrify Caltrain and extend to Transbay Terminal
- Extend ACE into San Francisco
- Include BART/Mainline transfer station in downtown or West Oakland
- Depress or elevate passenger and freight rail line that passes through downtown Oakland

Evaluation Criteria

- Maximize return on capital
- Minimize necessity and length of auto trips
- Reduce vehicle miles traveled in Bay Area by at least 14% from today's level
- Avoid allocating scare transportation dollars
- Meet or exceed FTA's New Starts cost-effective and other standards
- Serves transit-oriented development through infill in urban centers or brownfield development
- Maximize use of rail right-of-way to support reliable high-speed passenger service
- Conducive to regular and reliable long term passenger rail service
- Conform to pulsed system, involving minimal wait times for transfers between trains, key bus lines and ferries or no wait times where headways are the same
- Avoid locating stations inaccessibly or unattractively in middle of freeways

Scoping Comments for Bay Area to Central Valley EIR/EIS

- Favors Pacheco Pass because: (1) provides alternative travel from Southern California and Northern California, provides direct alternative into the Bay Area via San Jose, and doesn't turn high-speed rail into a commuter line, benefiting those commuters who work in the Bay Area but chose to live hours away in the Central Valley; (2)
- Analyze Altamont Pass AND two additional routes connecting the Bay Area and Central Valley – a San Francisco/Oakland/Sacramento connection and a San Jose/Salinas/Paso Robles/Wasco connection
- Concerned about impacts on protected landscapes including parks, open space and wildlife refugees; on conversation lands such as the Nature Conservancy's Mount Hamilton project and future conservation endeavors; on growth patterns in Northern California (particularly inducing development)
- Build high-speed rail only when magnetic levitation is deemed practical and when Los Angeles International Airport needs to be relocated east of Palmdale; when this happens, begin high-speed rail route as a single line from Union Station in Los Angeles to Sacramento International Airport; access to Bay Area would be provided by BART through extensions to Dublin, Livermore, or Pittsburg, connecting to high-speed rail stations in Manteca or Stockton.

- Route high-speed rail from San Jose to Oakland from north on the Bay side of I-880 instead of going via Elmhurst; relocate BART between Washington Street portal and the transbay tube (including the West Oakland station) to a line back of the post office on the water side of the rebuilt I-880 freeway, which will allow for an intermodal station near Magnolia; connecting high-speed rail from San Jose to Magnolia might be an alternative to going up the Peninsula if high-speed rail follows Caltrain on the Peninsula, total grade separation should be planned, with BART at grade between Santa Clara and Millbrae
- Must carry both passenger and freight on high-speed rail to reduce the number of trucks in Bay Area and on freeways between southern and northern California; high-speed trains must be quieter than current trains – consider magnetically levitated trains; concerned about consumption of open space or farm land in Tri-Valley; a Tri-Valley station is critical to garner local support; ensure that BART to Livermore is included in the plan
- Run 125+ mph commuter rail service if a northerly high-speed Bay Area access alignment is chosen
- Design of Southern Alignment should be extension from Chowchilla, the San Joaquin Valley junction point, to Redwood City
- Design of Northern Alignment should be extension from Manteca, its San Joaquin junction point, to Redwood City and from Fremont to San Jose

Other Comments

- Information on current travel times for freight, location of major employers and manufacturers that use freight, and delay time in shipping goods out of the Port of Oakland attributable to lack of freight rail capacity would be helpful in alternatives analysis.
- After completing Dumbarton passenger rail improvements, quantify improved travel times for freight on the Niles Subdivision, quantify improved ability to move goods out of Port of Oakland, and quantify improved travel times for freight on Warm Springs Subdivision and Coast Subdivision south of Centerville Subdivision.
- Must change Federal Railroad Administration (FRA) regulations in order to obtain most cost-effective rail system and maximum utilization of rail rights-of-way by freight, local, regional and high-speed rail. This will require political will, otherwise it will not happen.
- RailPAC will not take a position on any rail alternatives until after its review of the EIR/EIS; however, it supports the construction and operation of a high-speed rail system compatible to and interchangeable with conventional rail (e.g., Amtrak, MetroLink, Caltrain and ACE).
- Prefers that the plan focus on improving the Bay Area bus system
- Stop subsidizing sprawl; San Francisco and Oakland should get the same per capita and per mile subsidies for transit as suburban communities; need to reward efficiencies of having businesses, workers, and entertainment all in one place
- Ensure rail doesn't encourage sprawl – new transit should service transit-oriented development and brownfield development
- Address bicycle and pedestrian access and safety in the plan, including onboard train travel with a bicycle, future station access, and secure bicycle parking at stations
- Consider benefits of raising bridge tolls to $5 for transit projects and identify list of high priority projects for immediate State funding
- Develop a single regional fare structure for all transit services

F. Workshop Evaluation

As workshop participants signed-in at the welcome table, they received an evaluation form that asked them to evaluate eight aspects of the outreach program related to the quality of outreach, meeting handouts, presentation, and opportunities for feedback.

A large majority of the participants (more than 90 percent) responded positively to the following seven aspects of the outreach program:

- The meeting location was convenient and the meeting materials were in a format I could use.
- The handouts and displays were easy to read and understand with an appropriate level of detail.
- The presentation was educational and thought provoking.
- I had sufficient opportunity to be heard.
- I felt like my comments were heard.
- I gained a better understanding of other people's perspectives and priorities, and the trade-offs involved with these issues.
- I will remain involved in the development of the Regional Rail Plan.

Eighty-three percent (83%)of the respondents agreed with the following statement: A meaningful discussion took place.

In the comments section of the Evaluation Form, participants indicated they liked the Open House format; some noted that half-an-hour was sufficient to view the displays, rather than the one-hour provided. Several participants mentioned the need for a longer discussion at the meetings. Additionally, participants suggested displaying the poster boards at other civic locations and on the Web.

J:\PROJECT\HSR_RR_Study\Outreach\Round One\Phase 1 Meeting Summary\SummaryReport_final.doc